PEW YORK HERRIT, WEDNIEDLY, JETHLEY BY DUT.

THE DAY AFTER THE STORM.

Terrible Shipwrecks on the Coast and Loss of Life.

VESSELS ASHORE AND IN THE ICE.

Additional from the Brig Wrecked off the Highlands.

The Mails Detained all over the Country.

CONDITION OF THE GREAT BAILWAYS.

Suspension of Steamboat Travel.

THE PILOTS AND THE STORM.

The Weather Moderating, and Plenty of Sunshine and Sleighing.

CITY RAILROADS AND FERRIES,

On Monday night the temperature moderated very ensibly, and mercury marked as follows:-4 A. M. 20 deg., 7 A. M. 23 deg., 12 M. 28 deg., 5 P. M. 27 deg., 10 P. M. 36 deg. The wind, which was blowing strongly on Monday night, also moderated, and yesterday there

THE SLEIGHING IN BROADWAY.

The dweilers in the rural districts may talk as much as affair compared with a ride in a stage sleigh or a dashing utter, through our principal thoroughfare. Here there s all the variety which life in the city gives; there there s nothing but the white and dazzling snow. Here you have four miles of a theroughfare presenting a panorami view which no other city in the world can surpass, and joyous with the sound of bells: there nothing but the bleak country road and a desert of snow as far as the eye can reach The extensive custom which sleighs of every kind receive show how cur people appreciate a sleigh ride in Broadway. With very few exceptions all the stage companies have withdrawn their omnibuses and substituted sleighs, a vehicle on rupners, by the consequent diminution in sent a losing business and will be as long as the sieigh present a losing business and will be as long as the sleigh ing continues as good as it is. Some of the sleighs are provided with itinerant musicians who amuse the passon-gers by the performance of popular negro meledies, interspersed occasionally with a selection from an opera. The old tin horns that roused the cohoos of Broadway in the great winter carnival of 1856, are again to be heard, mingled with the orion and cheers of novel sleighting parties as they dash along at break neck speed. For sixpence you can see all that is worth seeing and enjoy all that is worth enjoying in a ride from the Battery to Union square, and if that is too democratic there are plenty of private vehicles to be engaged at rates to suit the most aristocratic clastic. All, however, who desire to see Broadway to advantage at this season, should take a ride through it, no master is what sort of a sleigh, and if they don't enjoy themselves, they have no true appreciation of enjoyment—that's all.

THE FERRY TRAVEL.

The ferries were not as much interrupted yesterday as was expected. The Jersey City and Hoboken ferry, from the foot of Barclay street, ran with tolerable regularity yesterday, though the prevailing westerly winds drove all the drift ice on the New York side, making it difficult to enter the slipe. The other ferries on the North river

The Staten Island boats to Stapleton and Tompkinsville

was had with New Brighton or the West side of the inland. The bay was tolerably clear of loc, as the westerly wind dreve the drift on the Long Island shore, and up the channel of the East river.

Hamilton and South ferries were both stopped during the day, as the ice on the Brooklyn side was too thick to give way to the bosts. The Wall street forry ran at intervals, while the Fution kept up with tolerable regularity. The other ferries on the East river, with the single exception of the Grand atroot, was wholly unreliable.

THE CITY RAILROADS.

The cars on the city railroads were all running yes-terday at intervals, the usual time trips being totally kept their cars running to all practicable distances.

Second avenue cars ran yesterday from Pear street to Forty second street, and an effort will be made to open the road entirely through to day from Peck slip

The Third avenue road also kept running from Pear street to Sixty-first street. Last night laborers were busily engaged in clearing Chatham street, and to-day 'abe Fourth Avenue Company deserve great credit for running their cars all the way through when other companies only partially performed their duly to the public. Yesterday their cars left regularly every eight minutes. Complaints were made before the Mayor yesterday, by the Fourth Avenue Railroad Gempany, that persons living along Centre street, near Leonard, shovelled the mew from the sidewalk and threw it 'into the track after the company had cleared the track by shovelling and carting the snow away. The Mayor said the company could neither shovel the snow from the track and pile it up in the street, nor the people fill up the track with snow after the company had carted it away.

The dixth and Eighth avenue roads also ran yesterday, the former every fifteen minutes, and the laster every eight minutes/from Chamber styect. These companies have been very remiss in not cleaning their tracks all the way through. They are both well supported, and they are something to the public. It is a great inconvenience for delica's females and invalids to walk from the ferrice to Chamber street, with the streets in their present condition. The cars on all the tracks require six norses, to be drawn with ease. panies only partially performed their duty to the public

CONDITION OF THE GREAT RAILWAYS. All the great railway trains due in this city were more or less obstructed, and it will take three days at least before they will be in perfect running order.

As the storm commenced on Sunday, and a telegraph runs the entire length of this line, the apportune dants wisely determined not to run any trains during the con tisuance of the storm. This precantion saved much suffering, and only one train was caught in the snow suffering, and only one train was caught in the anow drift. This occurred at Middleton, N. J., when the passenger train, due in this city on Sunday at 3:30 P. M., did not arrive until late on Monday night. By the telegraphic accounts we learn that the road out as far as Owego was badly drifted, the track in some places being cavered with an embankment of snew ten feet deep. West of Owego the track was tolerably clear, and the trains that were run after the storm almost made their usual time. The night express west arrived at Hornellsville yesterday morning, two hours and forty minutes late, and only lost four filluties more in the run to Adrian. The mail train east arrived at Owego forty minutes late. The Cincinnati express from Dunkirk, reached Elmira an hour and a half behind time, but the delay was chiefly in waiting for other trains. On Monday, when the road was in the worst condition, the the New York express run from Dunkirk to Hornellsville, a distance of 128 miles, in only one hour and twenty minutes more than the regular time. The castern branch of the road, however, was so bad that no train coald run till yesterday. The night express, due Tuceday, 11:30 A. M., arrived 5:30 P. M., six hours behind time. The Cincinnati express, due 3:30 P. M., yesterday, arrived at 7 P. M., and the mail due 7 P. M. arrived at 9 P. M. Two trains left the city pesierriay, the Dicago express started from Jersey City at noon, and when last heard from, by telegraph, was progressing as well as expected. Another train went out at 4:30 P. M. yesterday. To day it is announced that all the trains after noon will leave the city regularly.

The combined Chicago express train, the mail train and the Chicinnati express train, which left Owego at 12 o'clock last night. It was drawn by two locemotives to break the road. drift. This occurred at Middleton, N. J., when the pas

This railroad suffered more from the storm than per-haps any other, on account of its exposed situation to the drhi which blew from the northwest. Every sheltered spot on the whole track was filled with snow of great depth. As no trains were out on Sunday, none got caught in the storm, and no attempt was made to clear the

tracks until yesterday morning. Three powerful engines started from Thirty-first street yesterday noon, with a large gang of laborers, under the control of the super. It redent. A similar party, with four engines, under the charge of the assistant superintendent, left Albany at the same time, in addition to which the brakemen along the route set to work, and during the day over a theusand laborers were employed along the rallway. The usual 11:16 A. M. train left Thirty first street at 12 M. with five passenger carriages densely filled with occupants, many of whom were members of the Legislature. This train servived at Peckskill at 4 P. M. A way train had arrived at Peckskill from Poughkeepsie at the same time, which showed the track to be clear at that part of the road. About 1 P. M., a train left Albany with soven passenge cars, and arrived at Hudson in two hours and forty minutes—nearly up to time. Although these should have been express trains, they made all the stoppings, and carried the mail and newspapers. The telegraph worked well and proved of great use. The train from thomy arrived at nine last evening, with the mail, and reperis the road clear. No trains will leave on this road to-day until the afternoon. HARLEM RAILROD.

A train started out at 10 A. M., yesterday, but the par sengers were notified that they could not expect to get beyond Croton Falls that day. The mail train from Al-bany started in the morning from Chatham, with a num-ber of laborers to clear the track where it was required. It had not arrived at a late hour last night.

THE NEW JERSEY TRANSPORTATION LINE.

A large crowd of persons assembled at the depot of this line in Jersey City, about eleven o'clock yesterday morning, in expectation of the road being in running or-der They were, however, doomed to be disappointed, the snow storm having suspended all travel over the der They were, however, doomed to be disappointed, the snow storm having suspended all travel over the road beyond Newark, and it will probably be two days before communication with Phitadelphia can be re established. At twelve o'clock a telegraphic despatch was received stating that no irains would leave for any station the other side of Newark, and at two o'clock a notice was posted up in the office to the same effect. A train started on Monday evening for Philadelphia, but up to eleven o'clock yesterday morning had not succeeded in getting further than Elizabeth. On learning the condition of things alorg the road, the crowd gave vent to their feelings in language that was any thing but complimentary to the railroad company. They believed that with very little trouble the road could have been kept clear at least hal way between Jersey City and Philadelphia, and that the company should be held to a strict accountability for their conduct to the travelling public. For some time it appeared as if they would be assisted with nothing less than an indignation meeting; but after a while the excitement cooled down, and the disappointed passengers dispersed, having practically proved the truth of the old adage, so far as the railroad company was concerned, that it is only "where there is a way." Since the above, we learn that the travel on this road had been opened as far as Rahway, from Jersey City. A train left Rahway at 7% o'clock yesterday morning, and reached Jersey City at 3 o'clock yesterday morning, and reached make the distribution of the succeeded in getting to Rahway to wards night, but remained embedded in a snow bank until this morning, when a lecomotive with wood and water went to its relief, and it succeeded in getting to Rahway to wards night. No train left Jersey City yesterday or last evening for Philadelphia. Trains passed between Jersey City and Newar's several times during the day.

A train fert for the file and the succeeded in getting through, and reached the city about 11% o'clock test night.

LONG ISLAND RAILBOAD.

This railroad has not run since since last Sunday, and it is a question whether it will run for a mouth to come, NEW HAVEN RAILROAD.

The storm was exceedingly severe on this road, and it is doubtful whether the trains will be in running order for three days to come. A train started from Canal street yesterday morning at 8 o'clock, and succeeded in reaching Bridgeport at 6 P. M., after which there was no telegraph. No train left New Haven during the day, nor will any train leave this city until this afternoon.

THE SUSPENSION OF STEAMBOAT TRA VELLING.

Steamboat travelling in the vicinity of New York is slow work at present. Within the past two days all communication between this city and the villages of Amboy, Edzabethport, Keyport, Port Monmouth, Shrewsbury and numerous other places in the neighborhood of New York has been cut off, and the travelling community have suffered severely in consequence. Every means have been used by the blockaded Jerseymen to return to their homes, but without success. All the steamboat wharves have been visited daily by anxious crowds, who were compelled to retrace their steps without even having ob ained any satisfactory information as to the probability even of once more beholding familiar faces in the little State of New Jersey. The employes of the companies seemed quite indifferent to the condition, physically and mentally, of the thousands who were dependent upon the movements of the steamboats for a safe return to their homes, after many days' absence in the metropolis. However, "it is an ill wind that blows nobody good." The hotels and eating salcons have usen driving a capital business in consequence of this effectual embargo upon all trunst Jerseyman; and never was the truth of the adage more sensibly felt than it has been since the great snow storm of 1867 set in and blockaded all the outlets snow storm of 1867 set in and blockaded all the outlets while thousands suffered in consequence of the severity of the weather, hundreds of others were benefitted in proportion. State of New Jersey. The employes of the companies

The Camden and Amboy Railroad Company, with their usual arrogance and thoughtiesaucas to persons having occasion to travel on their single track, obstinately persist in refusing to run their boats to Amboy. The John Potter has made but one trip since Saturday, and that was at such an early hour in the morning (yesterday,

was at such an early hour in the morning (yesterday, 6 o'clock A. M.) that but iew persons were able to appreciate the act of extreme courtesy and magnanisaty on the part of the great monopoly. Not more than haif a dozen people were enabled to take advantage of the opportunity afforded them by this ever consideria and always obliging railroad company. What could have induced the Camden and Amboy Railroad Company to expose the pacific wheels of the John Potter to the inclemency of the weather, we cannot imagine. They certainly did not mean to offer any accommodation to the travelling community, or else they would not have started until a more acasonable hour in the day.

The steambeat Transport (freight boat) which was due from Amboy on Morday morning, did not arrive at her pier in the North river until twelve o'clock yestorday, as some fears were emeriained for the safety of the boat the Alias "bad steam up" ready to proceed to her rolled at a moment's warning. Fortunately, however, the proferred ansistance was not needed, as the Transport arrived in safety. If any accident had happened to her it is very donbtful whether the steam put up on the Alias would have been any assistance or not. However the intentions of the company were at least good, even if they did not on anything practical. The prospect of getting to Philaselphia by the Camden and amboy line is not very bright at present, but who knows what a change in wind and weather may bring about.

THE ELIZABETHPORT FERRY.

THE ELIZABETHPORT PERRY. The operations on the New Jersey Central Railroad have been seriously impeded in consequence of large quantities of floating ice obstructing the nevigation of their boats in the Kills. The Wyoming made another attheir boats in the Kills. The Wyoming made another attempt to form the connection yesterday and was more successful than on the previous day, to the great joy of numerous residents of New Jorsey, who have suffered a most severe blockade for many days past. The loc along the route to Elizabethper: is represented to be exceedingly heavy, and almost impenetrable to steamboats. The dock has to be reached through a narrow obsaned out in the ice, and it is not without the greatest exertion on the part of the pilots and engineers that a landing can be effected. If the weather should moderate, the boats on this line will be able to resume thir trips daily as herestofore. Meanwhile, the travelling on the forcy is de-

The steamboat Keyport has not made a trip since Saturday. The ice along the shores of Raritan Bay is packed so close that it is with difficulty that the Keyport can get within half a mile of her dock. Her arrival at the foot of Murray street was anxiously expected yester

day, but the most sanguine were obliged to acknowledge that the ice was a serious obstruction to navigation, and to the movements of the Keyport especially. Persons living in the neighborhood of Freenold, the Highlands and Squan Beach, who were unable to return to their homes via the Cauden and Amboy Railroad, were extremely anxions to get to Keyport, from whence they could proceed in stages to their various residences; but they were sadly disappointed, as no boat appeared in sight at susset.

THE PORT MONMOSTH BOAT. The Eagle was lying under an easy head of steam at her wharf, foot of Murray street, all day yesterday. The captain of the boat countdered the attempt to reach Port Monmouth too great a risk for a small craft like the Monmouth too great a risk for a small craft like the Eagle to encounter, and accordingly announced his determination to remain over until the weather moderated. The fact of the steam being seen issuing from the escape pipe on board the Eigle, led many to believe that there was a prespect of reaching New Jersey by that boat, but when they arrived on board and had a talk with the officers in regard to the weather, &c., they soon found out, to their utter amazement, that the engineer was only preventing the machinery from getting rusty, and that although there was steam in the boiler the boat would not move an inch towards the shore of Saritan Bay.

SHREWSBURT AND THE RIGHLANDS. The Ocean Wave remains a fixture at the foot of Robinson street. The Shrawsbury river is frozen solid, and fer of passengers from Red Bank, Fort Wachington and the Highlands to this city. How the farmers in Monmouth county will dispose of their poultry to advantage we cannot divine. They have to

depend upon the New York markets for the sale of all the hogs, geese, chickens and eggs raised in that section of the country; and a blockade like that which at present exists will be the means of indicting a heavy peoutiary loss upon thousands of industrious persons. The opening of navigation upon the Shrewsbury river will be bailed with delighs by the inhabitants of every village within twenty mixes of Nevasius, for them their chief occupation, i. e. supplying the New York markets with procure of all kinds, will again be encouraged by their ever in dulgent customers in Gotham.

THE NEWARK PERRY.

The ferry between this city and Newark remains, as commercial nen would say, "as per last accounts," much to the more difficultien of the travelling community much to the mo. "Ification of the travelling community unable to pay the turcasonable sum charged for transportation by railroad. The boat carries passengers very comfortably for hair the fare charged by railroad; and hence the suspension of the forey may be expected to cause a great deal of annoya. "ce and expense to a class who can ill afford to bear either. It is the working classes alone who are the real an "forers in cold weather. They cannot afford to lose a single day's work without sensibly feeling the effect.

FROM PHILADELPHIA TO BOSTON. The Norwich and New London line of steamers have made arrangements with the Philadelphia line of steamers to run outside of Sandy Hook to New London, and connect with the Norwich, Worcester and Boston routes. The Sound is frozen up, connectuoutly all navigation through it is closed. The first boat on this proposed route will leave on Thursday next. The particulars as to time, &c., will be found in the advertisement in another column.

SUFFERING AMONG THE POOR. This cold weather throws thousands of poor poorie out of employment, and consequently there is much aut-fering. On Monday the Almshouse was througed with fering. On Monday the Almahouse was infroaged with applicants for relief, and over one thousand of the poor wretches received aid, hundreds of whom had never be-fore bad occasion to ask for relief. The calls on private charitable institutions have also been enormous. It is usual for poor families to receive a quarter of a ton of ceal from the Almahouse Department, and it is with difficulty the demand can be supplied for the quarter tons at present.

It is feared the late cold snap may deprive us of our customary supply of cysters, as the beds on the East river. Long Island Sound and Now York Bay, are all frozen over, and it is impossible to get at the stores of oysters they couldin. It is also reported that the Virginia supply is also stopped in consequence of the freezing up of the oyster inlets. These delicious bivaives have consequently increased 50 per cent in price, and the dealers have determined to cut off their country orders and supply only the city trade, but this is so large that it is feared the supply will not at all equal the demand. This will be dreadful news to the lovers of good oysters.

YOUND PROZEN TO DEATH. Coroner Perry held an inquest yesterday, at the Thir teenth ward police station, upon the body of an unknown man, about forly years of age, who was found in a slitting posture, rozen to death, in the area of No. 8 Canoon street. The jury rendered a verdict of death from intem-perance and exposure to the cold.

CAPTAIN M'LEAN, OF THE STATEN ISLAND PERBY. In our article on the "Arctic journey from States Island," published in our paper of yesterday, an erroneous statement was made in reference to Capt. M'Lean, of the Huguenot. The author of the article desires to say, in correction, that Gapt. M'Lean did not drink a whiskoy skin, as was stated therefu. Capt M'Lean gave the best uestatance to the travellers, and without his aid they could not have obtained beatmen, and that the parties are satts fleet that after they got take the slush they could not have got out of it had it not been for the timely assistance of Mr. Levi Riggin and his brave and humane party. neous statement was made in reference to Capt. M'Lean,

THE SNOW STORM IN BROOKLYN. The effects of the recent snow storm were more damag-ing than at first supposed. The roofs of three brick houses, on the corner of St. Felix street and Fulton avenue, were blown off about 5 o'clock on Monday morning. The buildings were occupied, and belonged to the estate of R S. Coffin. The roof of the corner house was carried off and over another building without touching

it, reaching a distance of some 200 feet. The rangoad company employed a large number of men yesterday to clear the different ratiroad tracks They were at work on Fulion street. Sands street, Court where the drift was heavy the railroad employes piled the snow to a great height in front of the stde walks. Many of the occupants of premises opposite objected, and went to work in shovelling the snow back upon the tracks. This was the case is some parts of Fulton street and Myrile avenue. As fast as the railroad men shovelled up the snow, the residents shovelled in

men shovelled up the scow, the residents shovelled it back. If this course of opposition is persisted in, it will be a hard matter to tell when the cars will resume their regular trips. As it now is, residents of the outer paris of the city are put to serious inconvenience for want of regular communication with the ferries. Stages and buge sleighs run at intervals to accommodate the public, and if the weather continues to moderate, we can expect better travelling facilities in a day or two.

The snow still incommodes many of the sidewalks, even in the most prominent thoroughfares: and in order to have it cleared off the Captains of Police sent untiled to delinquents yesterday, sating the pennity if the ordinance in respect thereto is not complied with.

On Menday, between 3 and 4 A. M., the roofs of four houses in Fulion avenue, between St. Tilbert and Canton streits, were blown off and carried over into Lafayeite avenue, leaving the same completely at the mercy of the weather. The inmetes thought at first the whold would be torn down. No one injured.

TELEGRAPH LINES AND THE STORM. Notwithstanding the severity of the storm on Monday, most of the telegraph lines were in good working order, and were of incalculable advantage to reflected travellers and belated travellers, as well as the bustness public the American Telegraph Company's lines to Hatifax transmitted four or five thousand words of the steamer America's news, besides serving their usual patrons with their accustomed promptness. Next to the East, the storm was most severely felt at the Northwest, but the wires of the New York and Buffalo Company worked perfectly, as usual, throughout the day to Chicago, St. Jouis and New Orleans. Of the direct lines to the South only one—the House Washington line—worked thit side of Baitimore, but that was in good order throughout the day. The Magnetic and the Washington and New Orleans lines were unable to work from Sunday night till Tuesday foreneon. the American Telegraph Company's lines to Hattfax

DEPARTURE AND ARRIVAL OF MAILS. The following is the official statement of the arrival and departure of mails to and from this city :-JANUARY 20, 1857.

JANUARY 20, 1867.

Train which left Jersey City last evening arrived at Rahway at 10 A M. this day.

A train left Rahway this morning and arrived at Jersey City at 4 P. M.

At 45 F. M. we received the E-te mail due on Sunday afternoon last; it left. Hopokus yesterday, about twenty miles from Jersey City.

No mails sent out this P. M. over any road.

THOS. CLARK, P. O., N. Y.

A mail was sent to Albany by the train which went

A mail also was received from Jamaica, I. I., last

THE HARBOR. SAFETY OF THE SHIP JAVA -LIGHTSRIP ADRIFT --The ship Java. from Glasgow, about which there was a report in town on Monday of having gone ashore, is re-

yet at anchor. A steaming has gove down for her. The semaphore at the Highlands reports the lightship ings, and had (up to last evening) drifted about ten mile south. It also reports the brig ashore near the Ocean Bouse as having cottrely gone to pieces.

The pilot boat New York came up to Quarantine yester day morning and reports boarding on 17th inst., at 2 P.

on the morning of the 18th, at 9 o does, at all one of the Outer Middle.

The pilot beat George W. Blunt is reported ashere at Coney Island—fast in the ice.

The brig Sarah Bernice, from Port au Prince, and schr. Fanny, from Charleston, which have been lying at the Block (Staten Island), paried their fasts on Sunday night. The brig drifted to the atramboat dock at Quarantine, and had her foretop gallant mast carried away. The schooner drifted to Sapleton dock, and lost her jibboom.

The steaming Huntress and Heronies, that were frozen is at Quarantine, were cut out this morning, and have gone down the bay.

gone down the bay.

The Stonington, Fall River, Providence, New Bedford, and Norwish boats did not go out yesterday. There have been no arrivals of steamers from those places, or from Baltimore since Saturday.

The Charleston and Savannah steamers due Monday

THE PILOT BOATS.

NAMES OF THE NEW YORK AND JERSEY BOATS AND THEIR OWNERS—LIST OF THOSH AT PRESENT IN FORT, THE DATES OF THEIR ARRIVAL, AND THOSE NOW AT SEA, OR IN THE BAY—BFFRCT OF THE LATE RASTERLY WINDS—FIRLDS OF SOLID ICK IN THE LOWER BAY—PILOT BOATS FROZEN IN.

casterly winds which have prevailed, more or less Eat liver of los, except near the Long Island shore, bu;

most effecting he as veration of Staten Island to New Jersey, prevent ng the arr val of many home bound vesnels, and freezi g in second of our pilot boats. The Emprod of the pilots of this port.

the wide world over as midels of its and speed, and the wide world over as midels of its port. the men themselves are equally well knill a for their courage and other qualifications. It would make young New York ashamed of himself were no to would like way to South street, and compare the physique of these places with his own, noting accurately the effect produced on the form, muscics and general health by open air, et

on the form, muscles and general health by open air, excretes and temperance, as compared with the results of tale hours, billiards and eternal toddies. A fearful sormon might be preached from this tent to the young of our city, but we are afraid the leases would be as much cared for as when faciton described the manky virtues of the actient Germans.

An immense fact of merchantimen, bound for his emporium of the New World, is now hanging about the Western shores of the Atlantic, waiting for a favor, the moment to come in. The mercantile portion of the community are necessarily anxious for news, but sade he lately been the state of the bay that it is an impossibility, for many pilot boats to get outside. We give below that of those now in peri, and also those which at the process moment are at acs.

NEW YORK PILOT BOATS-NOW IN PORT.

MOSES H. GRINNELL, NO. 1. C. Freeman, John Thompson, George Burgher, John Oxer and William Woods. The Moses H. Grinnell came into port last Thursday for fresh stores, and has been prevented getting out on account of the los.

DAVID MITCHILL, NO. 5. The pilots belonging to her are Mesers. Henry Van Floet, Alex. Coshrane, Richard Decker, William Reed and Francis Morgan. Has been in post since Friday last.

and Francis Morgan. Has been in post since Friday last.

MARY AND CATHERINE, NO. 6.

The pilots are Meesrs. Wm. Johnson, Juo. Wright, Edward Fryer, Henry Nelson, Samuel Michols and Daniel Spinage. This boat arrived body yesterday atternoon at 8 P. M., after being carried of shore at Coney Island by the ice; she lost her main guilf mother and thirty fathoms of chain; her copper was also badly torn. Went sahore last night, and was got off this morning by the steaming Meroury. The above particulars are furnished us by Mr. Juo. Wright.

JAMES AVERY, MO. 9.

Messrs. John Henderson, John Taylor, R. Hamill and Louis Thomas. The James Avery is in port since last Saturday.

Saturday.

JAMSS M WATERBURY, NO. 10.

Pilots—Mesers. Picholas McCarty, Barnaby Coster, Iraac Campbel, George Messerve and Morris D. Whooler. This boat was frozen in at States Island, but managed to get clear of the ice yesterday morning and came up to this city to take in stores.

Messys. John O'Keefe, Poser McKnany, Daniel Baker, John E. Johnson, Charles Commisky and William Smith. The Westervell arrived here last Salurday from the station at the Hock, where she was relieved by the Edwin Forcet. She was under the command of Messes. Baker and Johnson; the others not on board.

Antony is Nellson, no. 21.

Messrs. John Clarke, Peter Bayley, Thomas Atken, George W. Christopher, Raiph Noble, Gideon Mapes and William Anderson. This boat boarded a schooner last Sunday week, at Owl's Head; both vesceis were seen after carried athore by the ice, but were got off by the steaming Hercules the following day. The Nellson less part of her keel and broke her rudder. She is now at the screw dock repairing.

AT STATEN ISLAND IN THE ICE. VIRGINIA, NO. 3.

Pilots, Mesars. Walter Brewer, Thomas Morley, John Wolf, and William Roach. The Virginia has been blocked ELWOOD WALTEN, NO. 7.

Mesers. Augustus Murphy, Charles Haythora, John L. bby, Edward Helliker, Richard Burn, John McKee, and Henry McKee. This beat is she hard and fast at States latand.

NEW YORK, NO. 8

Messers, Aug. Van Peit, Abraham Van Peit, Isaac Vanderbilt, Jacob Vanderbilt, Georgo Cisco, and Henry Seguine. The New York arrived at Staten Island yesterday morning, from Gravesend Bay. Beej anin Simonson, the beatkeeper, reports to us that the lower bay is full of solid fields of ice. Whilst coming up, saw a sloop in the distance, drifting out to sea in the ice; sails were alfured, but the stoop was too far off for the pilots to perceive anybody aboard.

GEORGE W. BUENT, NO. 11.

MESSER. James Caliahan, Joseph Henderson, Albert Malcomb, Robert Dent, John F. Smail, Martin J. Lyons and James Foley. She is now at anchor at Coney Island, hemmed in by the ice.

ws. J. ROMER, NO. 12.

Mesura James Wilkle, Robert Johnson, James Connor,
John Wahlman, David Cochrane, Lowis Sampson, and
Francis Pennea. She has been blocked in at the island during the past seven days.

PILOT BOATS AT SEA.

The pilots belonging to this boat are Messrs. Thos. Orr. Henry Topping, Fred. Baudier, James Murphy and Peter Refl, but only Messrs. Orr and Murphy are at present

Pilots: Mezzra. Misc Murphy, Jao. Van Duser, Frederick Nelson, Eugene H. Sullivan, and John Dale, who went aboard the alip Jara. This boat is at son since last Wednesday. On Friday sine boarded the Charles Holmes from the West Indies with a cargo of sugar.

Messrs. John Cauver, Thomas Norris and John John sop. She went to see from Staten Island yesterday morning, having Mr. Canven alone on board.

Mesers. Josiah Johnson, Sen. Josiah Johnson, Jr. Henry Harbinson, James Clarke, Christopher Peterson and David Kelso. The Edwin Forrest is now on the station at the Hook, having Mesers. Kelso and Clarke or board. Mesers. Electus Comfort, Abraham Britton, William ove, Alexander Sawyer and James Alcook.

Messrs. John McGinz, Jno. Martineau, Thomas Metcalf and Marshail White. The Enchantress put Mr. John Martineau aboard the steamer Washington yesterday morning, when we were lying at anchor under Rockaway. Mr. White is now in charge of the Enchantress.

Memrs. Edward D. Mosserve, Caarles Wolsey, William Wilson, George Evans. George Chemworth and James Heines. The Nettle went to see yesterday morning, having in board Messrs. Motserve, Evans, Chemworth and Heines.

This completes the list of the New York pilot boats,
Nos. 15 and 17 were lost some years ago.

THE JERSET PILOT BOATS.

These boats in reality belong to our city, transaciling nearly all their business here.

AT SEA.

STEPH, NO 1.

The Sylph west ashere on Coney Island last Monday, driven there by the ice. She will without doubt be get eff.

IN PORT.
THOS. H. SMITH, NO. 2, AND MARY TAYLOR, NO. 5.
The latter boat went aginer with the lee at Sandy Hook last Friday morning and injured her bytom. She is now laid up at the screw dock having it repaired.

This vessel is in port since last Thursday. There are mly four boats belonging to Jersey, Nos. 5 and 4 having THE PROPELLER POTOMSKA, OF NEW BED-FORD, IN THE ICE.

TO THE EDITOR OF THE HERALD.

BANNS POINT, L. I., Jun 19, 1857. The propeller Potomeka, Captein Cushman, of and from New Bedford, came into the ice yesterday about

twelve o'clock, where she now lies fast, about one mile northerst from the light. One of the crew and one of the passengers came ashore this morning, and reports her ervirg on board about forty passengers, five of whom are ladles, and short of provisions and coal. The gale has been very heavy in the Sound, no water could be eren es far as the eye could freach. The thormometer restorday morning stood at four p'clock ten degrees below zero. Very respectfully yours,

propeller Potomaka, Captain T. Cushman, started rom New Bedford on Saturday afternoon, at three noon. She broke ice from twenty to forty miles stern; when she brought up about three miles north of Saud's light. The gale was very severe here, the P. is frozen in

On Sunday forenoon, at half past 10 o'clock, one of the crew, a Portuguese, and I started for Sand's Point on the ce, but before ten minute. from the ship, a gale of wind and snow arose, and so severe was it that we lost sight an hour. I did not see fit to return, and wrote a note to the captain, and the man started back for the ship, whether he found it or not I do not know. I started for Manhassett, six miles from the Point, and arrived there to day at 10 o'clock, and made my way to Flushing, where I took the stage and came to Williamsburg. ar-ived in New York this evening, and wish to report the steamer, with thirty or forty passen ers on board, short of provisions, coal and water. I am the only person that had left the Potomeka at the last accounts. would be made to land the passengers, and send them to New York, by railread or stage.

CHAS & BURT, Patterger.

SHIPWBECKS AND LOSS OF LIFE ON THE COAST.

TOTAL 1088 OF BRIG PERLIME AND CREW. THE HIGHLANDS, Jan. 20, 1857.
The brig wrecked near the Ocean House on Sunday

proves to have been the Emeline, of some eastern port. with a cargo of logwood, scrap tron and copper. She has gone to pieces and the cargo is strewed along the beach. All the crew per shed and some of the bodies have been found. The name of one of the men was James Knox. WRECK OF THE PARK TEDESCO-ALL HANDS LOST.

Bosron, Jan. 20, 1867.
The bark fedesco, from Cadiz for Boston, went ashore at Swampscot during the gale of Sunday night. The vessel, cargo, and all hands were lost.

WRECK OF THE BARK NEW EMPIRE.

BOSTON, Jan. 20, 1857. The bark New Empire, of Portland, Randall, from Me bile for Boston, with a cargo of cotton, struck on the outer Cohasset rocks last evening at 6 o'clock. She beat over and went on the Black ledge, half a mile from the shore, where she bilged, and is full of water. The crew were saved by the lifeboat. One man was drowned, one had his arm broken, and another a leg broken. TOTAL WRECK OF SHIP CALIFORNIA, FROM SURINAM.

The ship California, from Surinam, which arrived at Se ocater a few days since, dragged out of that harbor yespe day during the gale, with three mon on board, and went at hore last evening, on Cohesset rocks, near where the bars. New Empire is ashore. The vessel became a total less. The crew were saved.

WRECK OF THE SHIP ORISSA AND OTHER VESSELS GLOUGHTHE, Jan. 20, 1857.
The snow stor, in here was very severe. The school GLOUGESTER, Jan. 20, 1857. Queen of the Sapa, went ashere in the night on Ten Pound Island.

The schooner Trade ", of Rockland, londed with lime stripped and filled with water.

The brig Ploughshare, of Camden, was obliged to have her masts out away. The crew were taken off by the

The crew of another schooler came off in their ow

boat in the afternoon.

The ship Orissa, Capt. Sears, from Calcutes, Oct. 5, of and for Boston, went ashore during the gake of Sunday night on Nauset beach, and has bilged. The mate and three of the crew were drowned. Capt. Sears, together with Mr. Frank T. Rollins, the supercarge, and the rest of the crew, were saved. The Orissa had a valuable car-

go consigned to P. C. Morso.

The bark E. A. Cochran of Searsport, Capt. Conbran from Apalachicola for Boston, with a cargo of cotton, went ashere about three miles to the eastward of Ruce crew succeeded in getting on shore, and took refuge in the Marsach usetts Humane Society's house, where they remained until daylight, and reached Provincetown on Monday afternoon The mate is badly frozen. The bark commenced discharging yesterday afternoon, and some hopes are entertained that she may be got off. She liss

The back Churies William, Capt. Dashlington, from Savanuah for Boston, is in the ice off South Yarmouth. The schooner Augusta Parker, from Halifax for New York, put into Provincetown with the loss of her main-sail, mainboom and jib.

An unknown schooner was seen drifting past Highland Light this siternoon. She was without sails or booms. The crew were seen on board. She doubtless drifted to

The schoener Bouncita, Capt Boward, was blown out on Sunday and struck a rock off Marbienead, losing her rudder and causing the vessel to leak badly. She after wards got off, drifted towards the bay, and went adnored an according to the man was drowned in attempting to get ashore. The cook was frozen to death.

The reheouers Granite State and Panama were at anchor of Hyannis Breakwater on Sanday during he gale. They both dragged their auchors and west astore on the southwest ground. The Granite State got of afterwards, with the assistance of men from the above. The Panama remains ashore, with her mast cut away.

The reheoner Nile drifted out of Gloucetter and lost two mer, named Benjamin Hall, of Eastport, and Henry Brookins, the cook.

The bark Chester Young, from Philadelphia for Boston, was in the ice on Sunday off Monomoy, but during the gale she drifted in a southwest direction, and has not been seen at last accounts.

The pale was severe at Provincetown. It commenced blowing heavily on Sunday, and by 10 P. M. it blow a perfect herricane, and continued blowing the great vio ence until 12 P. M. on Monday. At the commencement of the gale there were about twenty vessels at anchor in the barbor, and on Monday morning they had all dragged heir anchors. The rehooners Granite State and Panama were at an

beir anchors

Several other vess-is went to see, and it may be a few days before we find how much damage has been done. Six bedies have drifted sabore from the wreak of the bark Zedesco. The following is a list of her officers and crew:—Captain, H. Patterson: first mate, Edwara Jobali; second mate, Thomas Andrea: cook, Henry Dow, orew, Nichol Jackson, Charles Fatterson, Charles alison, Edward Jackson, Frederick Hurd, Soton Nelson and William Nelson:

RAILROAD TRAVEL THROUGHOUT THE

RAILROAD TRAVEL THROUGHOUT THE COUNTRY.

Boston, Jan. 20-P M.

The steamings to day have succeeded in opening a clear channel, so that all vessess can enter and leave the harbor without impediment. Considerable progress has been made to day in breaking out the railroads, but communication with distant points cannot probably be resumed for one or two days yet. The propeller Folomssi, which left New Bedford for New York, reached Sands Foint at 4 A. M. on Monday, when she safely landed her passengers. She remains off the Folia, in the ics.

The relirends are clear to Greenfield on the north, and to Albany on the west. One track is clear to New Haves or the coult; the other to blocked up at Wallington From Beaton the first train through is expected at cleves o'clock. The New York express train of this morning is fast at Bridgeport for the signt. It will take another day to get the roads all clear.

New Haves, Jan. 20, 10 A. M.
The New York Sunday mail train arrived this evening at Westhaven, about two tribes distant, where it stays on account of the anow in the long out. The passengers walked from West Haven here. Some of them had walked from Strofford junction to Milford in the storm of last night, freezing their ears and degers. The New york mail and express trains ave peopried by telegraph to have arrived at Stamford this evening. The Boston train has reached Worcester. There will be no chance of travel on most of the roads till Thursday.

The storm has ceased, and the weather is calm and pleasant. No certy trait started for New York this morning, and the first will leave at half past 12.

ing, and the first will leave at half past 12.

No trains arrived this week on the Black River read.
On the Central Railroad the trains are very much behind time, but the read is open.

REFFALO, Jan 20, 1857.

The weather has moderated considerably since yesterday. No New York main have been received since Sanday, owing to the detention of the trains on the Budson river read. The trains arrive from all quarters greatly behind time. They will probably be running regularly to morrow.

TRENTON, Jan. 20, 1867.

The streets are blockaded with snow, and communication is est off from all points. No traits have arrived here since Sunday night. The Governor elect was compelled to walk twelve miles to be present to day at the nauguration. Only two Senators and three members of the Heuse are in town.

No trains have as yet arrived here from any direction.

No trains have as yet arrived here from any direction.

An engine started this morning on the Baltimore road to clear the track.

The Sunday evening New York train reached here the vening. No trains have arrived from the South as yet No train from the east arrived to-day. The wester train reached here last night. Another snow storm commenced here to-day.

menced here to-day.

BRISTOL Jan 26, 1857.

From within three quarters of a mile of the town to bay is entirely free of ice to the ocean. Stemboats propellers can now easily reach our wharves. Profedence is effectually closed for the present.

There was a slight fall of anow this evening. The Washington 4% o'clock afternoon train reached this city about 8 o'clock. No other trains arrived to-day. The trains experienced great difficulty in gottle through. The communication will be irregular for sorred days. No trains arrived at alexandria from the South up to 4 o'clock this afternoon. The trains from Baltimore, of last evening and this morning, arrived a o'clock this atternoon. New York dates to Saured evening only have been received.

ARRIVAL OF THE WASHINGTON.

The Return of Captain Hartstein, Officers and Crew.

ADDITIONAL FROM EUROPE

The United States mail steamer Washington, Captain E. Cavendy, arrived yesterday. She left South ampton on the 31st u't. The Washington brings Capt. Hartstein and Lieuts. Stone and Davidson, and twenty-seven men, being the officers and men of the Arctic ship Resolute. She has also five hundred tons freight and sixty-eight passengers. Captain Hartstein landed from the steamer on the ice, a little before 12 M., yesterday, and immediately went over to the Navy Yard to report himself to Commodore Bigelow. He was warmly received by his fellow officers at the yard. Returning to the city, a large and enthusiastic circle of friends gathered round him to welcome him back to America, after Lis very flattering reception and entertainment in England. Captain Hartstein has become famous in connection with the graceful restoration of the Resolute to England, and consequently his company is much courted by friends, old and new. Their press upon him was particularly great yesterday. In the evening he dined out. As the Captain manifested discretion and good sense in his conduct in the Old World, it is evident that the honors, attentions and hospitalities that may be tendered to him here will

The Washington has had a succession of heavy westerly gales ever since she left Southampton.

be received with equanimity.

On Sunday last passed a large field of ice. The Washington has been detained outside off Long Island by a very heavy storm of wind and snow, also a very heavy fog.

The London Times of 31st of December says:—
The planet Jupiter will again be occulted by the moon on the afternoon of Friday next, January 2. It will come in soniact with her limb at two minutes before 5 o'clock, mean time, and will emerge at one minute after 6. The discoppearance will take piece at a point 167 degrees from the moon's vertex, counting round by the right hand, in an intertring telescope; the reappearance at an angle of 284 degrees, reckoned in the same manner. Buting the occultance Jupiter will be near the meridian of London, and consequently in a very favorable position for observation. All four satellites will be visible at the time, the fourth at a considerable distance from the planet on the left hand in the inverting telescope, the third about half as far iron it on the rame side, and the first and second near together on the right of Jupiter. On this occasion the planet will be entirely bidden by the moon for about an hour, the metropolis being far within the initiug marallels of latitude for the occultation. On the 5th of November last the upper limit passed very close to the northern suburbs of London, and hence occurred the interesting phenomenon of a partial occultation of the planet, the predicted and actual circumstances agreeing a most exactly.

Advices from Lisbon are to the 22d uitimo. Mr. The London Times of 31st of December says :-

Advices from Lisbon are to the 22d ultimo. Mr. Scott Russell and Captain W. C. Thompson, formerly of the Sarah Sands, who had been out to Lisbon from England about the projected Azores and African Steam Company, had taken their passages and re. turned home little satisfied with the prospects of carrying out that Portuguese enterprise with British

The London Times of 31st ultimo says:—
Every day the magnitude of the frauds upon the City
of London Union becomes more apparent, and the Committee of Investigation have set in order to lay pefore that
roor Law Board something like an outline of their extent.
Notwitistanting all their effects, however, they are compelled to admit that some months must necessarily elapse
before they can possibly serve as the end of their inquiry,
so multifarfous have been the nefsrious transactions of
the several implicated efficers, and so long have they
been engaged in their dishonest practices. The following
resolution has been extricit—that the Board berony as
thorizes the lavestigating Committee to make arrangements with the bankers for a loan, not to exceed £5.000,
including the payment of the bissace, to be repaid with interest, with the consent of the Poor Law Board, within
two years.

As soon as the news of the attempt on the life of

As soon as the news of the attempt on the life of the King of Naples reached Rome Pius IX. addressed an apostolic epistle to Napoleon III. According to remain faithful to the cause of public and international order. The attention of Napoleon was called to the evils which might arise from his having assisted in bringing about that "strange complication of affairs" known as the Neapolitan question. His Holiness concluded by offering to intervene between the Emperor of the French and the King of Naples.

The royal speech spoke of the approaching depar-A letter from Coastantinople of 18th ult., says: The Persians have advanced upon Kandahar, in pursuit of Dont Mohammed. The Chiefs in the vicinity of Herak have submitted to the Persian commander.

The Greek Chambers were opened on Dec. 19th.

In England the topics chiefly occupying public attention are the income tax, the ticket of leave and the convict questions, on which great interest is being concentrated.

Dr. Livingston, the African traveller, is about to he presented with a public testimonial, at the Egyptian Hall, London, the Lord Mayor presiding. In India, the Guicowar of Baroda died on the 19th

Our London Correspondence.

LONDON, Dec. 30, 1856. The Bomberument of Canton-America and England-Canada-Smith O'Brien-Prussia and Switzerland .- The Paris Conferences, &c.

The Southampton steamer which sails to-morros takes out news of considerable interest, though of a miscellaneous character, the most important feature of which is the bombardment of Canton by Admiral Stewart. As yet we have only the telegraphic account of this event, and it is impossible to comment

upon it till more details are received. There appears to be a doubt here that the Persians ccupy Herat.

The Red Jacket, which sailed from Melbourne on the 2d of October, has arrived at Liverpool with 133,000 ounces of gold on freight. The last steamer doubtless took out the report

that Mr. Charles Villiers would be appointed ambassador at Washington. The report originated in the Daily News, was taken up by the Express, and has been contradicted, as far as Villiers' appointment is concerned. An ambassudor will be shortly appointed. The London Times is silent on the subject. The opening of the great frunk line in Canada,

or Canada. Steam, that great civilizing power, will conbiless yet do much for Canada, but the great auit of all men is that they are too sanguine. Time ill work its way; to take time by the forelook is not iways the best means. So many letters have apeared on the subject that Cunard has addressed er. It has been property for establish a mail steam

communication wit der lada.

Amongst the old some of news, you will find an address from W. Smith O Brien to the secople of reland, declaring that he has done with political agitation. He writes a political manifesto.

The dispute between Prussia and Switzerland has now reached a crisis. The Prussian army is ready to march, and the Swiss troops are already drawn up all along the Swiss frontier, ready for action. There is still a hope that bloodshed may be avoided, but it is the King of Prussia who will have to give in. The Swiss Federal Council is firm, and unless a compromise takes place within a few days, I shall have to chronicle war and battle. The Southern States of Germany, who have a considerable traffic with Switzerland, protest against the occupation of their territory by Prussian troops. Baden is closely allied to Prussia by the recent marriage of the present Grand Duke with a Prussian Princess; and should a Prussian army invade Switzerland it will probably be on the Baden side.

As regards the Paris Conferences, everything is settled beforehand between the government, and the Plenjootentiaries will thus have simply to be it a few stitus. Princess will thus have simply to be it a few stitus.